

**Cleveland Bicycles**

Entire new stock of the reliable  
CLEVELAND CHAIN WHEELS just  
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**\$35.00**

Buys one, with choice of Tires, Saddle,  
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No better value ever offered in Bicy-  
cles than this.

**E. O. HALL & SON, Ltd.**  
EHLERS' BLOCK, FORT STREET.

## new woollens

GEO. A. MARTIN, Tailor, Boston Building.

### WITH FAMOUS SHIP ON MAIDEN TRIP

Honolulu May Remember  
Dreadnaughts' First  
Voyage.

JAMES ENRIGHT AND  
OLD YANKEE CLIPPERS

Waterfront Statistician Keeps Posted  
on Marine Records --- Scrap-  
Book Covers Half a  
Century.

There is a man in Honolulu who, as  
a boy, forty-three years ago, made his  
first trip to sea aboard the famous Amer-  
ican clipper ship Dreadnaught, when that  
remarkable vessel made her maiden  
voyage from New York to Liverpool  
covering a distance of 2017 miles in 13  
days and 8 hours, and that man is  
James Enright, who has retired from a  
life on the ocean wave to enjoy the  
balance of his days ashore in the  
Paradise of the Pacific.

James Enright was born in Ireland  
in 1857 and became a citizen of the  
United States in 1882. It was in 1882,  
when the Dreadnaught was launched,  
that Enright, then a lad of twelve  
years, made the trip with the speedy  
clipper across the Atlantic.

She was a magnificent ship and En-  
right never tired of telling of her ac-  
complishments. Today he can tell of  
her every grace and beauty; of her  
great single topmast; of the fiery red  
cross on her foretopmast; and how the  
name of the vessel stood out bold and  
big on that snow-white spread of duck.

The clipper ship Dreadnaught was  
built in 1859 at Newburyport, Mass.,  
by William Currier and James Town-  
send, on the order of Governor E. D.  
Morgan, Captain Samuel, her master,  
and others.

Her most remarkable trip across the  
Atlantic was accomplished the year  
she was launched, 1860, when she ran  
from Sandy Hook to Queenstown, a  
distance of 2760 miles, in 9 days and 17  
hours. Her best day's run was 367  
knots.

The Dreadnaught was a wonderful  
ship. She was often called "the wild  
ship of the Atlantic" and similar  
names. In 1860 she beat a Cunard  
steamship, the Canada, across the At-  
lantic by a whole day.

This famous vessel was 260 feet be-  
tween perpendiculars and 237 feet on  
deck. She had a beam of 40 feet and  
was 26 feet deep. Her gross tonnage  
was 1445; her net tonnage, 1227. She  
was a true broad for a clipper ship,  
but this helped her to stand up under  
a press of canvas where a vessel of  
lesser breadth would dig her nose deep  
in the foam.

In 1865 the Dreadnaught sailed from  
Honolulu to New Bedford, Mass., a dis-  
tance of 13,470 miles, in 82 days. Now  
vessels would think nothing of occupy-  
ing from 120 to 150 days on such a voy-  
age.

Ten years after she was launched, in  
1869, when the whole maritime world  
was marveling at the records of the  
remarkable clipper, the Dreadnaught  
was wrecked on Cape Poge, on the  
northeastward of the island of Terra  
del Fuego, while bound from Liverpool  
for San Francisco. She carried a crew  
of thirty-four at the time of her loss,  
including the stewards and her child.  
The Dreadnaught was piled up on  
Independence Day, July 4. For over  
two weeks the crew managed to keep  
soul and body together on shell fish,  
suffering terribly from the cold.

The Norwegian bark, General Birch,  
rescued the castaways, however, and  
once more they saw their homes. Num-  
bers of the unfortunates were com-  
pelled to suffer the loss of fingers and  
toes by amputation, as the result of  
being frost-bitten.

James Enright is a statistician. He  
carries in his head the record runs of  
all the old clipper ships between the  
Atlantic and Pacific coast ports of  
North America. He can also tell of  
what the clippers have done on other

runs and there is very little that he has  
not gathered in the way of informa-  
tion concerning this famous class of  
old-time sailing vessel.

Among his valuable James Enright  
keeps a scrap-book, full of notes and  
clippings which tells all about the  
wrecks and varying fortunes of  
launchings, records, dimensions,  
wrecks and varying fortunes of scores  
of vessels, old and new. His notes  
cover half a century of the doings of  
wind and wood and tell also much of  
the present day's accomplishments in  
the way of steam and steel.

Enright is an old sailor, who has  
sailed on the seven seas of the earth  
many a time and oft. He has been in  
many ships and, even now, can give the  
date of the beginning of any voyage he  
ever made; the distance covered on  
that voyage; the time spent at sea; the  
best day's run, and many other points  
of interest.

If you run across a tallish, quick-  
speaking, strong-featured, sharp-eyed  
sailor-man, who looks forty-five, but  
is really ten years older, scribbling  
hastily in a note-book and utterly  
oblivious to his dinner getting cold on  
the restaurant table, you may lay odds  
that you are in the presence of James  
Enright and that he is jotting down  
the latest record of the fastest trans-  
Atlantic liner, or the dimensions of  
the most recently launched windjam-  
mer. Enright keeps posted on all these  
things all the time and his scrap book  
is growing day by day.

Enright first came to Honolulu in  
1865, in the American whaling bark  
Pacific of San Francisco, L. L. Captain  
French, master.

In July, 1866, Enright was ship-  
wrecked on Behring Island. He re-  
turned to Honolulu in November of  
the same year. He then remained in  
this city for a couple of years, work-  
ing for Captain J. M. Oat, sailmaker,  
and father of Postmaster Oat.

Enright followed the sea for over  
twenty years, being engaged most of  
the time in the coasting trade. He  
made many voyages between San Fran-  
cisco and Honolulu. He has often voy-  
aged with Captain Puller, the present  
harbormaster at this port.

The following are a few of the  
records of clipper ships, as shown by  
James Enright's scrap-book:

Dreadnaught, 1860, Sandy Hook to  
Queenstown, 2760 miles, 9 days, 17  
hours.

Flying Cloud, 1851, 433 1/2 statute  
miles in 24 hours, on run from New  
York to San Francisco, distance of  
12,610 miles occupying 89 days and 18  
hours.

Sovereign of the Seas, 1851, New  
York to San Francisco, 102 days.  
(Fourteen days spent lying to off Val-  
paraiso).

Sovereign of the Seas, 1852, Honolu-  
lu to New York, 83 days.

Sovereign of the Seas, 1852, banks  
of Newfoundland to the Mersey, 54  
days.

Sovereign of the Seas, 1853, San  
Francisco to New York, during this  
voyage she covered 6245 miles in 22  
days, an average of 283.9 miles per day.  
Best day's record on this trip, noon to  
noon, 419 miles. The Sovereign of the  
Seas once made as many as 437 miles  
in 24 hours.

Natchez, Canton to New York, 76  
days.

Flying Dutchman, 1852 and 1853,  
New York to San Francisco and re-  
turn, 27,220 miles, 202 days. Golden  
Gate to Cape Horn, 6380 miles, 35 days.

Trade Wind, 1853, San Francisco to  
New York, 75 days.

Lightning, 1854, Boston to Liver-  
pool, 13 days.

Comet, Liverpool to Hongkong, 13,  
640 miles, 84 days.

Red Jacket, Sandy Hook to Liver-  
pool, 13 days, 11 hours and 25 minutes.

Red Jacket, New York to Melbourne,  
12,720 miles, 69 days and 11 hours.

Andrew Jackson, New York to San  
Francisco, 80 days, 4 hours.

Northern Light, San Francisco to  
Boston, 76 days, 8 hours.

North Wind, The Downs to Port  
Philip Head, Australia, 12,500 miles, 76  
days.

James Barnes, Boston to Liverpool,  
12 days and 6 hours.

Young America, Liverpool to San  
Francisco, 13,800 miles, 96 days.

### ATHLETES TO TRY FOR MANY PRIZES

(Continued from page 1.)

IV—120 Yard Hurdle  
(Trials.)  
1st Heat Starting  
Time, 2:45 Sharp.

Name	Num- ber	Posi- tion
Kealoha (Kam.)	2	1
Cockett (M. L.)	36	2
Tolt (M. L.)	43	3
Timote (Art.)	44	4
Dickson (P. A. C.)	81	5

2d Heat Starting  
Time, 2:47 Sharp.

Miller (P. A. C.)	6	1
Hapai (P. A. C.)	51	2
Harbottle (Kam.)	55	3
Hannuul (Kam.)	65	4

Note—Firsts and sec-  
onds to run in final.

V—1 Mile Run.

Starting Time, 2:50 Sharp.

Name	Num- ber	Posi- tion
Manis (Art.)	17	1
Alton (Y. M. C. A.)	14	2
O. Osa (Y. M. C. A.)	15	3
Brown (P. A. C.)	18	4
Sherwood (M. L.)	28	5
Jordan (P. A. C.)	33	6
Abraham (Kam.)	48	7
Kincaid (P. A. C.)	50	8
Mastki, C. (Y. M. C. A.)	58	9
W. Burns (P. A. C.)	59	10
Chilton (M. L.)	60	11
Clark (M. L.)	61	12
Rycroft (P. A. C.)	76	13
Mayall (Y. M. C. A.)	77	14
Patten (Kam.)	79	15

VI—120 Yard Hurdle

(Final Heat.)  
Starting Time, 3 p. m. Sharp.

VII—440 Yard Dash.  
Starting Time, 3:15 p. m.  
sharp.

Name	Num- ber	Posi- tion
Maioho (Kam.)	12	1
Schnack (P. A. C.)	19	2
Alameda (M. L.)	35	3
Marcellino (P. A. C.)	35	4
Kerr (Y. M. C. A.)	40	5
Tinkle (Art.)	44	6
Scharch (Kam.)	44	7
Punah (M. L.)	74	8
Gilman (P. A. C.)	75	9
Williams (M. L.)	78	10
Crooks (M. L.)	80	11

VIII—220 Yard Dash.

Starting Time, 3:20 Sharp.

Name	Num- ber	Posi- tion
McCorriston (M. L.)	1	1
Pierston (Y. M. C. A.)	9	2
Manis (Art.)	10	3
Akapa (Kam.)	23	4
Taylor (P. A. C.)	29	5
Desha (M. L.)	32	6
Kaulukou (P. A. C.)	37	7
Hopkins (M. L.)	53	8
Pa (Kam.)	57	9
Mayall (Y. M. C. A.)	77	10

IX—220 Yard Hurdle

(Trial Heats.)  
1st Heat Starting  
Time, 3:30 Sharp.

Name	Num- ber	Posi- tion
Kealoha (Kam.)	2	1
Cockett (M. L.)	36	2
Tinkle (Art.)	44	3
Dickson (P. A. C.)	81	4

2d Heat Starting  
Time, 3:35 Sharp.

Kamamahu (Kam.)	13	1
Dole (P. A. C.)	44	2
Robinson (P. A. C.)	46	3
Pa (Kam.)	57	4

3d Heat Starting  
Time, 3:40 Sharp.

Hapai (P. A. C.)	51	1
Harbottle (Kam.)	55	2
Williamson (P. A. C.)	66	3

Note—Firsts and seconds to run in  
final.

X—Final in 220 Yard Hurdle.

Starting Time, 4 p. m. Sharp.

XI—1 Mile Relay Race.  
(4 men to run 1/4 mile each.)  
Start Time 4:10 sharp.

Kamehameha Team—

Scharch	No. 61
Pa	57
Maioho	12
Akapa	23
Kamahi	25

P. A. C. Team—

Bailey	No. 62
Brown	18
Williamson	66
Marcellino	35
Campbell	52
Rycroft	76

Y. M. C. A. Team—

Ken	No. 40
Mayall	77
Pierston	9
Curtis	68
B. Berger	39
O. Osa	15

Maile Hima Team—

William	No. 74
Punah	74
J. Anderson	70
Clark	61
Hopkins	53
Crooks	80

### STOCK EXCHANGE SEAT DECISION

(Continued from page 1.)

Judge Fay concludes: "The seat  
of defendant should be sold by  
the president of the Exchange as  
trustee for the aforesaid two cred-  
itors and said Fay, and after payment  
of said two creditors the said president  
should pay from the balance of the  
proceeds, if any, the said sum of \$1900  
to plaintiff herein, any balance re-  
maining to be applied as set forth in  
the rules and regulations of the Ex-  
change. He will be enjoined from  
selling it except subject to such lien."

### "SUBTERRANEAN VALLEY."

The shipping fraternity along Hon-  
olulu's front were much tickled and de-  
lighted this morning when they learned  
from the Advertiser that a "subter-  
ranean valley" had been discovered  
by the United States Fish Commission  
steamer Albatross between Molokai  
and Lanai.

"Subterranean valley, is it?" remark-  
ed an old skipper in the ship chan-  
del on Queen street, bursting into a  
fit of hearty laughter. "Subterranean  
valley, is it? Why, that reminds me  
of the time I climbed a subterranean  
mountain and fell from the top of it  
down into a submarine lake. I wonder  
what brand of dope the Advertiser wa-  
terfront reporter had been using when  
he invented valleys under the earth.  
Subterranean valley? Wow! And  
an old skipper nearly had a fit."

The longest horse car line in the  
world runs 50 odd miles out of Buenos  
Ayres.

### SHIPPING INTELLIGENCE

(Continued from page 1.)

TIDES.

DAY.	High Tide	Low Tide
Monday	7:11 a. m.	5:50 p. m.
Tuesday	7:02 a. m.	5:40 p. m.
Wednesday	6:53 a. m.	5:30 p. m.
Thursday	6:44 a. m.	5:20 p. m.
Friday	6:35 a. m.	5:10 p. m.
Saturday	6:26 a. m.	5:00 p. m.
Sunday	6:17 a. m.	4:50 p. m.
Monday	6:08 a. m.	4:40 p. m.

New moon on the 8th at 3:29 a. m.

Tides from the United States Coast  
and Geodetic Survey Tables.  
The tides at Kahului and Hilo occur  
about an hour earlier than at Hon-  
olulu.

Hawaiian Standard Time is 10h 30m  
slower than Greenwich time, being  
that of the meridian of 157.30. The  
time whistle blows at 1:30 p. m., which  
is the same as Greenwich, 9a 0m.  
Masters of vessels sailing from this  
port for San Francisco will find there  
a branch of the U. S. Hydrographic  
Office located in the Merchants' Ex-  
change, where is maintained for their  
benefit free of charge, complete sets  
of charts and directions of the world.  
Latest information can be obtained re-  
garding lights, dangers to navigation  
and all matters of interest to ocean  
commerce.

Weather Bureau, Punahou April 11.  
—Temperature— Morning minimum,  
61; Midday maximum, 80.  
Barometer at 9 a. m., 30.02, lightly  
falling.

Rainfall 0.00.  
Dew Point 62F.  
Humidity at 9 a. m., 64 per cent.

### ARRIVED.

Friday, April 11.  
Str. James Makee, Tulett, from Ka-  
paa with 2600 bags of sugar, at 8 a. m.  
Str. Mauna Loa, Simerin, from  
Maui and Hawaii ports with 9563 bags  
of sugar at 5:55 a. m.  
Str. Niihau, Thompson, from Hana-  
maulu, with 5584 bags of sugar; at  
6:35 a. m.

### DEPARTED.

Thursday, April 10.  
Str. Mikahala, Gregory, for Elele,  
Makaweli, Waimea and Kekaha; 5 p.  
m.

Friday, April 11.

Am. lgline, Consuelo, Jacobsen, for  
Puget Sound in ballast, at 10 a. m.  
Schr. Ka Mo, for Pauilo, at 9 a. m.

### SAILING TOMORROW.

U. S. A. T. Sheridan, Pierce, for Ma-  
nila with troops.  
Str. Kinu, Freeman, from Hilo and  
was ports, at 1 p. m.  
C. A. S. S. Aorangi, from Vancouver  
and Victoria.

### SAILING TODAY.

Str. Kauhau, Mosher, for Kilauea,  
at 1 p. m.

### PASSENGERS ARRIVED.

From Hawaii and Maui ports, per  
str. Mauna Loa, April 11—Mrs. Iahika-  
kawa, Dr. A. Wall, Mrs. W. A. Wall  
and child, Mrs. M. Allan, D. Kapa,  
J. M. Snodgrass, Mr. A. Wilder, J. Hen-  
riques, Sister Bonaventura, Sister An-  
rill, M. A. Tavares and 58 deck.  
From Kapaa, per str. James Makee,  
April 11—A. C. Horner, Chou Kee, wife  
and child, Mrs. M. Souza and children,  
and 6 deck.

Weekly edition of the Bulletin \$1 a  
year.

### NEW - TO-DAY

### BUSINESS NOTICE.

Notice is hereby given that Chun  
Len has purchased the business, fix-  
tures and stock of the Haze-Wood Mar-  
ket Company from A. W. Todd, and will  
carry on the business under the same  
name and at the same place. Mr.  
Todd assumes all liabilities of the  
business incurred prior to April 1st,  
1902. Chun Mon Kar, whose name ap-  
peared in a former notice as a joint  
purchaser with Chun Len, has no in-  
terest in said business, and is not con-  
nected with it in any way.

CHUN LEN.

ALLAN W. TODD.

2119—Apr. 11, 12, 14.

### NOTICE.

NOTICE is hereby given that upon  
Saturday, April 19, A. D. 1902, at 10  
o'clock a. m., a Jury duly drawn and  
subpoenaed "in re winding of Waiki-  
ki Road, from the Junction of King  
street to Kapiolani Park, and chang-  
ing a portion of the same," will meet  
at the office of the High Sheriff in  
Honolulu, Island of Oahu, and thence  
adjourn to the site of the proposed  
roadway, there to inspect and exam-  
ine such locality and ascertain all  
facts as may have a bearing on the  
matter.

All persons in any way whatsoever  
concerned in the above mentioned im-  
provement are therefore notified to be  
present at such time and place, there  
to be heard by the Jury in relation to  
the proposed improvement.

A. M. BROWN,  
High Sheriff Territory of Hawaii.

2119—April 11, 12, 14, 15, 16, 18.

### IN THE CIRCUIT COURT OF THE

First Circuit, Territory of Hawaii. At  
Chambers, in Probate. In the Matter  
of the Estate of Pila Maunahi, late of  
Punah, Oahu, Deceased. Intestate. Pet-  
ition having been filed by Maunahi,  
father of said intestate, praying that  
Letters of Administration upon said  
estate be issued to him, notice is here-  
by given that Friday, the 16th day of  
May, A. D. 1902, at 10 o'clock a. m.,  
in the Judiciary building, Honolulu,  
is appointed the time and place for  
hearing said petition, when and  
where all persons concerned may ap-  
pear and show cause, if any they have,  
why said Petition should not be grant-  
ed.

Honolulu, Oahu, April 10, 1902.  
By order of the Court:  
A. G. KAULUKOU,  
Clerk.

Robertson & Wilder, Attorneys for  
Petitioner.

2119—April 11, 18, 25; May 2.

The weekly edition of the Evening  
Bulletin is the largest and best pub-  
lished in the Territory. Sixteen  
and twenty pages, \$1 a year.

**WAISTINGS**

A profusion of attractive waistings comprising all the popular  
weaves is here. Tasteful patterns in washable fabrics, some in strong  
cloths, some in the always desirable medium weights, and many gauzy  
tissues apparently created for Hawaii.

**SHIRTINGS**

An extensive line of patterns for men's shirts, the colors best  
known to the art. We are making a special display of these goods  
this week.

**GEISHA WAISTS**

Ladies who have not the time or the inclination to make waists  
should bear in mind the "Geisha Shirt Waist"—undoubtedly the larg-  
est stock ever shown this far from New York. We sell Geisha Waists  
at Eastern prices.

**NOTE.**

We are opening this week a large line of trimmings—Galoons,  
Bands, Insertions, Allovers, in Chiffon, Venise, Arabian and Swiss,  
also new Toscan Nets and Fancy Veilings.

**WHITNEY & MARSH, LTD.**

**BUTTER SUIT YOU?**

Has it got a moldy, back-number,  
aged sort of smell that takes away  
your appetite for that thick, juicy  
steak you would have otherwise en-  
joyed? The

**CRYSTAL SPRING BUTTER**

we sell will create an appetite—not  
take it away. Better than any spring  
tonic made. It is pure, sweet and  
fresh as a daisy.

**Metropolitan Meat Co., Ltd.**  
TELEPHONE MAIN 45